

**Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)**  
**Final Negative Declaration/Final Environmental Assessment**

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**Comment # 19 - Oral Testimony**

1       specific on ramps and add new on ramps and off ramps  
2       where it is needed, instead of this project, which I  
3       think is a total waste of money. This will not stop the  
4       traffic problems at 101 north because the problem is at  
5       3rd Street exit just past Highway 12. And you'll get  
6       three lanes going and then you'll still have the  
7       bottleneck.

8               So I think the Sonoma County Transit  
9       Authority needs to be held accountable and they need to  
10      stop funding this project and redirect the funds to  
11      where this area really needs the money.

**Comment # 19 (page 1 of 2)**

(Hearing Exhibit Number 5 was marked for  
identification.)

13  
14              KIRK VEALE: My business phone number is  
15      (707) 575-3752. Address: P.O. Box 1496 Santa Rosa,  
16      95402. And I will read this.

17              I am here to ask you not to build sound wall  
18      two and sound wall number twelve. These two sound walls  
19      run in front of property I own. The two primary reasons  
20      I am asking you not to build them are, one, they are  
21      both running in front of commercial property. Sound  
22      wall number two is adjacent to our property at the south  
23      corner of Santa Rosa Avenue and Scenic and is bordered  
24      on the west side by 101. The property is zoned M1 and  
25      the six homes currently on the property are scheduled to

**A**





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**Comment # 19 (page 2 of 2) - Oral Testimony**

1        be removed in the year 1999. There are no other homes  
2        in the area and all other properties in the area are  
3        zoned commercial.

4                Sound wall twelve is located adjacent to 278  
5        Barham Avenue. This property is zoned C2PD. The  
6        current tenant is a contractor who lives in a house  
7        already behind the sound wall.

8                The second reason we are asking you not to  
9        build a sound wall at these two sites is the fact each  
10       property has a licensed outdoor billboard and the sound  
11       wall will block both signs. Unless you are able to  
12       be -- unless you are able to raise -- unless you would  
13       allow -- unless you would allow them to be raised, as  
14       you have allowed in other places.

15               If you proceed with the sound wall that  
16       blocks the two signs, the liability to the responsible  
17       government entity could be between one and two million  
18       dollars. We hope you will not build sound wall two and  
19       sound wall twelve or, in the alternative, you will work  
20       with us to elevate these billboards as mitigation. We  
21       request a meeting with you at your earliest convenience.  
22       Sincerely, Kirk Veale.

23               LAURA HALL: I think this discussion about  
24       the freeway widening is a perfect -- is the perfect  
25       opportunity to reexamine the effect that the freeway has

**B**





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**Response #19 - Letter / Exhibit 5 (page 1 of 2)**

COMMITTEE FOR A BETTER SANTA ROSA

4055 Santa Rosa Avenue  
Santa Rosa, California 95407  
(707) 584-7818

November 18, 1998

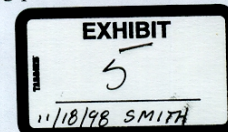
Mr. Jim Smith  
Department of Transportaton - District 4  
Box 23660  
Oakland, CA 94623-0660

Re: Initial Study/Enviromental Assessment (Proposed Negative Declaration)  
Proposed Widening of Route 101 and Soundwall Construction In and Near the City  
of Santa Rosa

Dear Mr. Smith:

The following is a list of items that is of concern to the South Santa Rosa Avenue Business and Property owners. These are issues that we have discussed over the past few years that are in need of being addressed prior to construction on Hwy 101 commencing.

1. How will the increase in traffic on Santa Rosa Avenue be mitigated during the course of construction. On page 20 of the Initial Study/Environmental Assessment question # 42 asks if the project will have a "substantial impact on existing transportation systems or alter present patterns of circulation or movement of people or goods?" The answer to this question is YES. However, they say that the substantial impact will not be significant. How can this be true.
2. On Page 28 numbers 42 & 43 address the traffic and circulation impacts of the project. Again there is no discussion about the substantial impact the environmental document says this project will have on area traffic. As demonstrated by the traffic report prepared by Mr. Walt Laabs of TJKM Traffic Consultants this project will have a substantial and significant impact on the traffic in Santa Rosa Avenue. Yet CALTRANS is not proposing any mitigation for these impacts on Santa Rosa Avenue.
3. The configuration of the Northbound off-ramp at Santa Rosa Avenue needs to be studied further to determine the most appropriate design to continue to allow for easy access to Santa Rosa Avenue and provide for the safety of the motorist on Santa Rosa Avenue, Roberts Lake Rd. & Hwy 101.
4. The Northbound off-ramp at Santa Rosa Avenue serves as the major entryway to the City of Santa Rosa. The City has set as a goal the improvement of the major entryways. This project has the potential to have significant impacts on the visual impact of the entrance to Santa Rosa. There should be landscaping provided at this



C



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**Response #19 - Letter / Exhibit 5 (page 2 of 2)**

Page 2  
HWY 101  
November 18, 1998

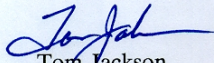
as well as an irrigation line installed adjacent to HWY 101 during this project that can utilize Santa Rosa's excess treated wastewater to irrigate next to the freeway.

5. The R/Dat program that recently completed an analysis of Santa Rosa recommended connecting the downtown area to the rest of the city with arterial streets. Santa Rosa Avenue is a major arterial street that connects the downtown to the southside of the city. Santa Rosa Avenue should be fully improved for its' entire length. This should be done prior to the widening of Hwy 101.

The Committee for a Better Santa Rosa will be greatly affected by this proposed project. We are requesting that CALTRANS mitigate the impacts this project will have on South Santa Rosa Avenue. This mitigation should include widening Santa Rosa Avenue prior to the start of construction on this project. Additional mitigation measures should include traffic signals, landscaping, no soundwalls and the study of the best layout for the Santa Rosa Avenue off-ramp.

Our organization is willing to sit down with CALTRANS to examine and discuss the items addressed in this letter. Please respond in writing to the issues we have raised and we look forward to a meeting to discuss this project.

Sincerely,

  
Tom Jackson

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**Response to Comment #19 - Letter  
Kirk Veale**

Comment Number	Response
19-A	See response 3-A  As for Soundwall No. 12, located at 88 Scenic Avenue, if the majority of the adjacent, impacted property owners behind the proposed wall are interested in having it built, Caltrans is obligated to build it.
19-B	Reference is made to Section 5443(b) of the Outdoor Advertising Act, Business and Provisions Code, which state the following: Nothing in the article prohibits (b) "Any governmental entity from entering into a relocation agreement pursuant to Section 5412 or the department from allowing any legally permitted display to be increased in height at its permitted location if a noise attenuation barrier has been erected in front of the display and that relocated display or that action of the department would not cause a reduction in federal aid highway funds as provided in Section 131 of Title 23 of the United States Code or an increase in the number of displays within the jurisdiction of a governmental entity which does not conform to this article. Any increase in height permitted under this subdivision shall not be more than that necessary to restore the visibility of the display to the main-traveled highway". Thus if the billboard is legally permitted by Caltrans and is a conforming display in all respects (zoning, spacing, etc.) the company can raise the height at their expense. <i>Please note that complying with Caltrans standards does not relieve the affected parties of complying with local ordinances.</i>
19-C	See response to 27 A-K